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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XVIII • NUMBER 2 • NOVEMBER/DECEMBER 1999

THE

Buick

MAGAZINE

Price, 10 cents

DECEMBER 1936



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

This sidemounted, black 1938 Century Sedan Model 61 belongs to **Walt Fowler** (#1195) in New York. Note the fog lights, grille guard and lack of BUICK 8 badge. For unknown reasons, some '38 Buicks did not have this badge or the hole for it.

Walt also has a '65 Electra convertible and a '71 Riviera, both original. He says a good source for small amounts of paint (2 oz or 56 grams) can be found at your local Arts & Craft Shop. A model or hobby shop is also a good source.

Meet **Andrew Leiser** (#1340), at the top of page 2, who lives near Sacramento, CA. Andrew bought this Corot Beige '38 Roadmaster 4-Door Sedan Model 81 with Trippe lights about 2 years ago. The car was originally painted No. 523 Van Dyck (dark) brown. We caught up with Andrew at a local car meet.

This photo, on page 2, from a W.W.II documentary show a 1938 Buick convertible sedan

with black-out headlights flanked by General Omar Bradley on the left and General Bernard "Monty" Montgomery on the right. The photo was taken near the end of the war. This possibly may be the same '38 convertible sedan that once belonged to Hermann Goering. See the **Torque Tube** centerfold in the Volume XVI No. 4 (March/April, 1998) issue.

This sidemounted Whistler (dark) Gray 1938 Special 4-Door Trunk Back Sedan Model 41, at the top of page 3, belongs to **Don Howell** (#559) in the San Francisco Bay Area. Don drives this car everywhere including several long trips. With few exceptions, paint and some mechanical work, it's probably one of the best unrestored cars in existence.

Don purchased this car from the estate of a San Francisco medical doctor. That's the reason for the MD and caduceus at the top of the license plate.



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



Look at the bottom of page 3 to see this beautiful blue '37 Special Business Coupe Model 46. It was sent to me via e-mail and belongs to our only member in Germany, **Christian Stickl** (#1313). Christian lives in Tubingen, a university town with a medieval

city center. So the car fits perfectly alongside the old style buildings. Christian says it's a real head-turner. People will even stop and point when he drives by.

Christian had the electrical system converted to 12 volts which is working very well. Only the horns are still 6 volt. Consequently they blast your ears at 12 volts.

He says the German bureaucracy is something else. He had to get new headlight lenses with a German check mark on them. He also had



1937 model because it has the 1936 Buick steering wheel (see top of page 4). I have seen several other early '37's with 1936 steering wheels.

Christian also owns a '64 Mercedes 220S sedan. It's the car that started his passion for old cars when he was a student. It's a real family car and can be driven anywhere. Last year he drove it 3,000 km (1875 miles) across southern France.

Any glasses wearer with bifocals who works

≡TORQUE TUBE≡

You can now find your '37-'38 Buick Club on the World Wide Web:

<http://www.classicar.com/clubs/buick/buick.htm>

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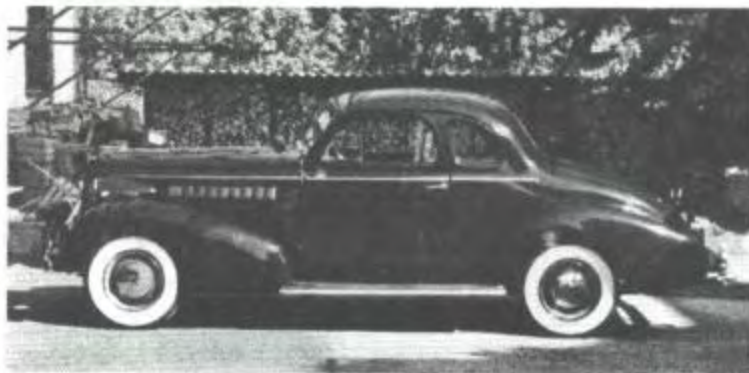
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on cars undoubtedly has come across the problem of not being able to focus on the work when having to look through the top of one's lenses. This can happen when laying prone underneath the car, looking up at a nut, bolt, shock absorber or whatever one is working on. And it often happens when you're upside down with your head under the dash with your feet hanging over the top of the front seat.

In these positions, you want to look through your bifocals but have to look through the top of your lenses. You are just too close to the work in order to focus sharply. And it's practically impossible to move your head so you can look through the bifocal lenses.

But there's a



solution. Ask your optometrist to make you lenses, each with TWO bifocals. They are called a "Double-D", with a "D" shaped bifocal in the normal lower half of the lens, and a mirror image bifocal in the upper half. The center part of each lens is ground for normal long range sight. Each D is located as high and low as possible so that the curved part of the "D" touches the frame. This allows for good viewing through the center. Double-D glasses worked for me when I had a problem in seeing wire connections while hanging upside down under the dashboard. Thanks to **Saul Hoffman** (#666) in Ben Lomond, CA for sharing this tip.

This historic 1950 photo below, taken in Califor-

nia, shows Richard Nixon campaigning for the US Senate. In 1945, Richard Nixon, awaiting discharge from the Navy, got a letter from a banker back home in Whittier, Calif., a small town near Los Angeles. The banker asked if he would like to be a candidate for Congress on the Republican ticket in 1946. The answer was a quick yes. And that's how Nixon's political career began.



The Twins. These two 1938 Century Sedans, top of page 5, were built at Buick's South Gate, CA assembly plant.

Both were originally painted number #516 Gainsborough Blue with #408 Gray Bedford Cord upholstery.

Both have been repainted in their original color and are beautiful. The one on the left belongs to **Harold Strange** (#1174) in Fairfield, CA. The



Note the 1938 Buick Special 4-Door Sedan with a broken parking light lens, also missing a grille bar, blackwall tires and without the BUICK 8 bumper medallion. The steering wheel is ivory, indicating it's a Special. Thanks to **Wayne Chan** (#140) for sharing this interesting photo.



beautiful car there on the right belongs to **Avery Greene** (#1434) in Suisun, California.

This side-mounted 1937 Buick Special 2-Door Slant Back Sedan Model 44 belongs to new member **Gene Stewart** (#1457) in Stanley, North Carolina. He purchased it in July and says "It's

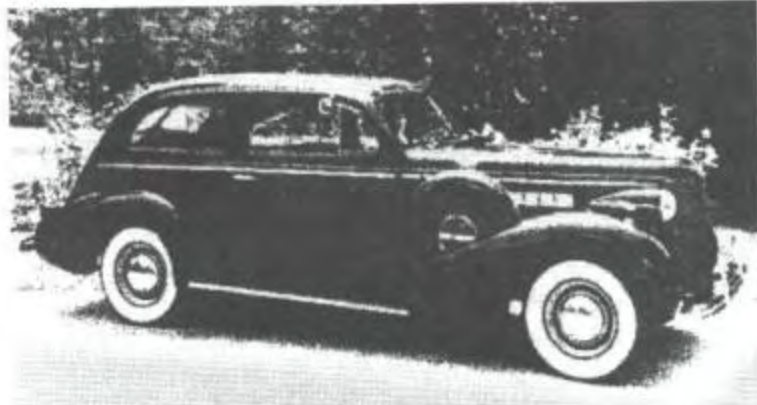


an older restoration by the previous owner (Al Kindberg in Wheeling, WV) and is in really nice condition."

This '37 Buick, below, drophead coupe (convertible coupe) with coachworks by Carlton appeared in a British book, *The Complete Encyclopedia of Motorcars*. Note the large European style headlights and folded top, straight (not V-shaped) windshield and the British license plate.

The two photos, at the top of page 6, show Paul DeLucchi (#1246-San Francisco) and his wife Lisa celebrated their first wedding anniversary in October. They were married in the garden of her parent's home in Mill Valley, CA. After the wedding, they roared off in Paul's '38 Buick.

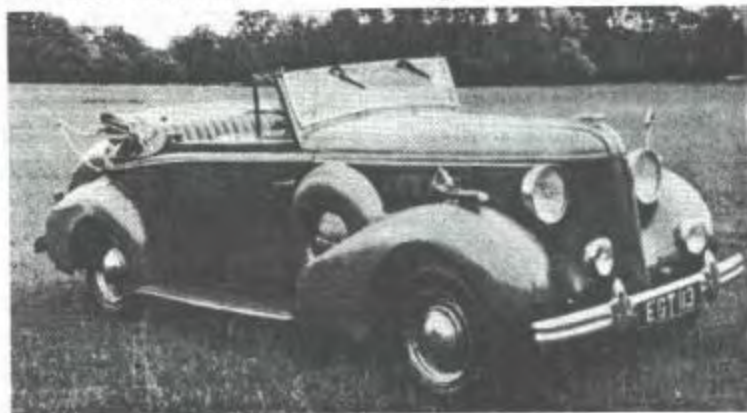
They toured



Northern California on their honeymoon before returning to San Francisco where they have an apartment with a fantastic view of the Golden Gate Bridge & Alcatraz Island.

The Special Sedan Model 41 performed flawlessly. Paul purchased it 4 years ago and has substantially improved it since then.

He says: "The '40's were good for my family in San Francisco. My mother was a nurse at Mt. Zion Hospital, my Dad was in the Army Air Corps., and my grandpa was a machinist at the



White Motor Company on Mission Street. He favored Chrysler, always paid cash, and called his auto 'the machine', as in 'You wait in the machine, I'll be back in a minute' ... 'Car' meant a

streetcar or railway coach. He really had no sentiment about automobiles. His often expressed philosophy: "Any fool can step on the gas."

David Buick's first car in 1904 followed conventional American design in having a 2 cylinder engine mounted amidship under the floor, a two-speed planetary transmission, and chain drive. But unusual was its mechanically-operated full overhead valves, a feature of all cars bearing the name of Buick to the present day.

If you're interested, **James Hisel** in Upland, CA is selling these Buick watches. His phone/FAX number is (909) 981-6303. All the models have the Buick tri-shield logo on the face. You can order a watch with a black or white face, leather strap or metal watch band. They come in both male and female models. The information I received didn't show a price.

Brian Armer (#1419) writes that from January 1, 2000, cars in Great Britain will no longer be able to buy leaded gaso-

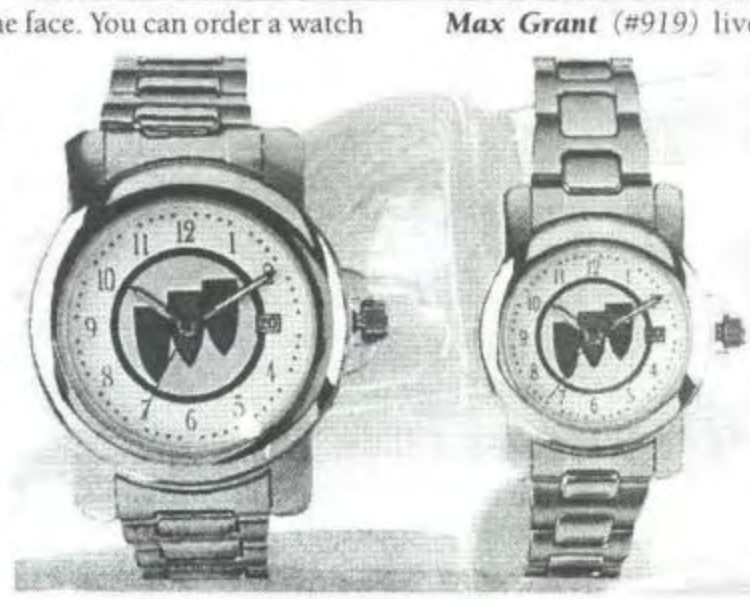


line. He wonders if any modifications need to be made to the engine to continue using the car safely. Luckily Buicks have overhead valves which makes it relatively easy (compared to a flat-head engine) to remove the machine shop put in hardened



(Stellite) valve seats. I had this done when my engine was rebuilt. But my other cars do not have hardened valve seats and I have not noticed a problem. Of course I don't race the car or strain the engine. So far no problems. Any advise for Brian from our members? Let me know and I'll publish it in an upcoming *T/I*.

Max Grant (#919) lives near Melbourne, Australia. He writes that he made a 3000 mile trip to the Australian Buick National Meet in Queensland and back. If he drove his '38-41, it would have cost about \$1500 Australian dollars for the petrol. So he drove his '73 Electra. It has a dual-fuel system, petrol and



LPG (LPG is less expensive). He only had to use petrol twice for a total of about 180 miles.

Max says it was a great get-together for all the Australian Buicks. There were Buicks there from 1912 to 1986. All the Buick owners were very proud of their car. It was non-stop talking and driving for 4 full days.

This '37 Roadmaster limousine with a custom body by Brewster, above, will be auctioned off at Barrett-Jackson in Scottsdale, AZ January 19-23, 2000. It has a divider window, microphone communicator and dual sidemounts.

This dark maroon 1937 Special sedan Model 41 with sidemounts was recently purchased in Attica, MI by new member **Dale Smith** (#1462-Troy, MI). He said he enjoyed reading all the *Torque Tube* back issues that came with the car and decided to join our Club. Welcome Dale!

This photo, right, shows '38 Grill Badges. If yours looks like the one on the right instead of the one on the left, there's still hope. Joe Krepps has reproduced a lim-

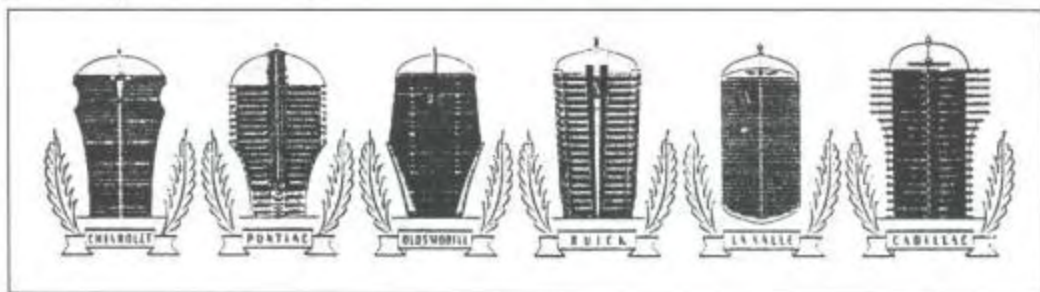


These 1938 GM grilles, at the bottom of this page, appeared in a New Yorker magazine ad under a banner reading "Steeling the Show! The Unisteel Turret Top Body by Fisher is available on only six makes of cars, all products of General Motors. So they alone can offer you the smart styling, the luxurious com-

fort, the full measure of safety that this glorified steel body provides." Thanks to **Anthony Wright** (#1192) in New York City for sharing this ad.

Albert Mroz (#1357) wrote an article about our **1937-1938 Buick Club** that appeared in the number two issue of the *Automotive Reference Digest* magazine. You can obtain a copy from:

R-Mac Publications
5439 SW US Hwy 41
Jasper, FL 32052
Ph: (904) 792-2480



Harry

Cover Cars

Front cover: This artist's rendition of a wintry Christmas scene with a 1937 Buick appeared on the cover of the December, 1936 issue of the Buick Magazine. **Back cover:** This shows Paul Culp's (#508) 1938 Century Sedan Model 61 coming down a snow covered Pennsylvania road at Christmas time.

OUR FAMILY CAR

By Thomas Murry, Senior Editor, Car Collector Magazine

Until the time my dad brought home a 1937 Century sedan, he had always bought smaller, less expensive cars. The car dad traded in on the Buick was a black 1934 Pontiac, naturally a two door sedan so my brothers and I couldn't accidentally tumble out of a rear door onto the street. We did have two cars at the time, but the other was a 1936 Ford which my mother drove and which was bought at

dealer cost to help one of our local businessmen survive the Depression.

I have always had one burning question about the Buick. It wasn't whether dad had decided to step up to a more prestigious car because perhaps, economically, there were some bright spots appearing in the skies at the time. Neither did I want to know whether the Buick dealer, too, had been in dire straits and perhaps offered dad a deal too good to pass up for such a fine car. I've always surmised it was a brighter horizon that prompted the deal, because that same year we took an unusually fine vacation at an Inn in northern Michigan, but my question has always been why and how a Century model came to us on delivery day instead of a Special.

The car was a dark blue four door sedan. I understood that perfectly. Mother and dad never strayed from black or dark blue cars when they had a choice, though the Ford came in a lighter



1937 Buick Century Sedan - 20,679 Produced - Price \$1,233

shade called Washington Blue. And the fact the Buick was a four door instead of a two door sedan came about probably because they thought their children were finally old enough to stay inside the car when it was underway. But I've always wondered when and how the question came up about ordering the big engine for the family car, and whether it was a conscious, intentional decision on my dad's part. And why. It seemed unlike him to care or even think about more power, particularly in a Buick which would be more responsive with even the smallest engine than his Pontiac, so I can only surmise the deal was made on a car available in the showroom on the day he walked in.

I was not yet driving when the Buick came to our house, so my first impressions were as a passenger. That first summer it arrived we drove in one long 12 hour day from Ohio to Michigan's lower peninsula, and I remember

marveling at what a fast, comfortable car it was, and what a difference it was compared to our Pontiac or Ford. And today when I am often covering those same miles but in hours cut short by highways, I marvel at how a car like our Buick, a good 50 years older than my current car, could have eaten those miles so safely and smoothly so long ago.

Several years ago I went to a car show and came upon a car exactly like our 1937 Century, and naturally I stood there staring at it for a long time, wondering if it could possibly be ours. Its owner standing nearby also had a La Salle with the same body at the show, and we talked about both cars for a while. Finally, as if he were collecting stories or memoirs to go with his cars, he asked me what I remembered about our Century. I told him there was nothing profound, but I could tell him what came to mind as I looked at his car.

I told him I remembered that Buick must have been careful about designing the gas gauge to show empty before it really was, because when my Dad gave me a hurry up call to drive him someplace, usually the railroad station when he had only three or four minutes to catch his train, seldom would the needle even move as we started out the driveway with the whistle of the Ohio State Limited headed to New York already blowing at the crossings at the south end of town. Yet we made it every time, not only to the station, but I always made it home without running out of gas.

I told the owner of the Buick at the show I also remembered the fact that my friends couldn't stand it that our buddy David Simon, whose father was a cornet soloist in John Phillip Sousa's band, had a 1938 Buick special. They felt there was no reason why the two of us shouldn't take those cars out to some straight stretch of road and see if the Century could put the newer Special in a rightful second place, and they campaigned strongly until one afternoon David and I lined those cars up side by side and put our feet firmly flat upon the accelerators. In the next few moments we jockeyed head to head in the midst of flying cinders and roaring Fireball Eights until a farm wagon suddenly loomed ahead of us and we both dove for our respective sides of the road and managed to bring the heaving bodies to a stop from somewhere near eighty mph indicated on my speedometer, though David swore his needle had touched on ninety.

We both sat in our cars for a few minutes, too frightened to move, after which we drove slowly to a local drug store and toasted both our dumb idea and good fortune with a milk shake, which likely settled our stomachs enough to keep us from throwing up from the fear out on our speedway.

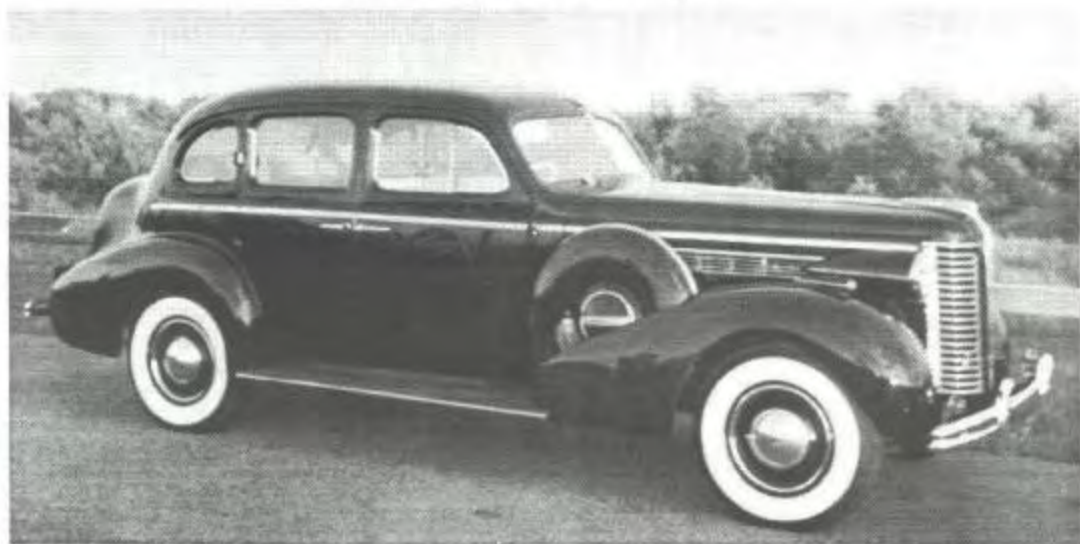
The Buick was such a good looking, good riding car I don't know why I remembered mostly foolish little incidents, but maybe it was because the Buick was forgiving enough to keep me out of trouble. It certainly was one afternoon when there was obviously a leak in the master cylinder and the brake pedal felt exactly like the clutch alongside it. I wanted the car that night for a date and was told to call the Buick garage and have them pick it up and tow it in. The service manager told me unless I could get it down to them they couldn't get to it until the next day. So asking no one's permission, I simply practiced downshifting the car in the driveway using the emergency brake to bring it to a complete stop, and proceeded to drive the car through town with absolutely no brakes. Obviously Lady Luck sat alongside me all the way through town and finally into the Buick garage, where they quickly slapped a big "**No Brakes**" sign on the windshield and treated the car like a time bomb the car I had just foolishly driven through traffic and among many pedestrians. But I also remember how good it felt when I took it home with an operating brake pedal again.

My dad traded in the Buick for a 1940 Roadmaster sedan, mostly I think because he felt the war was coming and felt he needed a newer car to make it through. It was the beginning of a number of Buicks for us, several of which were convertibles, before my Dad followed the Sloan plan and moved up again to a Cadillac in 1950, having tried at one time or another every car in the GM line except La Salle and Oldsmobile.

I've only owned two Buicks, a 1950 Special sedan and the 1940 Super convertible sedan I had restored and is pictured on the cover of my **Tire Tracks Back** book. But I've been a Buick fan ever since the dark blue Century came home to live when I was still a boy, and when I worked in Detroit in the 1950s and I'd see Harlow Curtice in the coffee shop of the GM Building on Thursdays when they served his favorite chicken pot pie, I couldn't have been more thrilled if a gang of movie stars walked in.

OUR BRITISH SENIOR CITIZEN!

(The car, not me!)
Brian Armer (#1419) - England



This 61 year old 1938 Buick Special belongs to Brian and Angela Armer in Preston, Lancashire, England. It's a McLaughlin Buick model 4419. It was built in Oshawa, Ontario, Canada for export. It's right hand drive and has spent all its life in England, being registered EYK 847 on June 3, 1938. The chassis number is 844192047 and the engine number is 3419612.

We have been able to trace its history from new, even taking it back to see its original owner who is now in his 80's and still lives at the same address as he did in 1938!



The car was used regularly up until 1964 when its then owner died and left it to his 11 year old grandson. Then it spent the next 20 years in a garage. From 1984 until 1997 it was gradually refurbished by its owner who was a friend of ours. But his health began to fail and knowing we had been following his progress, he offered her to us to complete and return to the road. We got the car back on the road in October 1997 and during the last 18 months have thoroughly enjoyed using her. We estimate her to be in number 8 condition. We are very proud to be seen with her!

June 2000

An aerial photograph showing a wide river valley. In the background, a city skyline is visible across the river. The foreground shows a large, open area, possibly a fairground or parking lot, with some structures and vehicles scattered across it.

1937-1938 BUICK CLUB EASTERN MEET AND TOUR

Red Wing, Minnesota

The meet will be held from Tuesday June 6 through Friday June 9, 2000.

It'll be held in Red Wing, on the Mississippi River near Minneapolis.

*We'll be staying at the St. James Hotel. We'll take some great tours through the scenic Hiawatha and St. Croix River Valleys. **Dave Wettersten** (#887) will be our Tour Director. His phone number is (612) 644-1019 if you have any questions.*

More information in the next issue.



What HAPPENED In 1938?

Franklin Roosevelt was President. The Dow-Jones average at year-end was 154.76. The Academy Award winning movie was *"You Can't Take It With You."* starred Jean Arthur, Lionel Barrymore and Jimmy Stewart.

The *Martians Are Coming*: In October, 1938, the 23 year old actor-director-producer Orson

Welles and his Mercury Theater pulled a Halloween prank that incited one of the oddest mass panics in history. Wells and his troupe performed H.G. Wells' novel, *The War of the Worlds*, about a Martian invasion of the Earth. Many radio listeners believed it was true and called the police to verify the story.

The long awaited minimum Wage Law was passed in 1938 with the wage set at 25¢ an hour. Oil was discovered in Kuwait. The mischievous wabbit, Bugs Bunny, first appeared in a movie.

1938 saw the first mass production of the Diesel engine. George Eyston sets land speed record at 345 mph (552 kmh). Ford Mercury introduced. Eastern Airlines formed. Ted Turner, US entrepreneur; Jerry West, US basketball player were



Henry and Edsel Ford with the new Mercury

born. Thomas Wolfe, US novelist; Harvey Firestone, US industrialist died.

The Japanese Army in Nanking, China committed one of the worst atrocities of W.W.II, kill-



Rising Sun—Or Setting?
—Mickey in the New York "Daily Mirror."

ing over 200,000 civilians and raping over 20,000 women in a two month reign of terror. (See Iris Chang's 1998 book "The Rape of Nanking"). But China was a long way off, and we failed to recognize these signs of worse news to come.

Buick's 1938 model year production was only 168,689 compared to 220,346 in 1937. The drop was due to a major slip in the economy this year, and all other manufacturer's slipped too. Thus, although production was down, Buick still accounted for 8.6% of the total US car production, and moved up to fourth place in the industry, passing both Pontiac and Dodge.

For several years, the Market Research Corporation of America asked people leaving the New York Auto Show which cars they liked most.....and least. In 1938 1,080 show visitors were polled on the new cars. 19.3% chose the Buick, more than any other mark!

There was another major auto show in Chicago. Newspaper cartoons drew attention to the show, and also pointed out the importance of public enthusiasm in getting the economy rolling again. On display were 220 separate vehicles from 25 makers.

On the right, see the clever ads played a role in attracting visitors to the show. Total attendance was 416,000, setting a new record.



THE 1938 BUICK



at the Auto Show



**that's what
they all say!**

A HISTORY OF BUICK TURN SIGNALS

By Harry Logan (#651)-Los Altos, CA

In the late 1930's, General Motors Guide Lamp Division sold these after-market turn signals for cars and trucks. This ad is from the November, 1937 Motor Age magazine. It was aimed at 1938 and earlier cars and trucks which were not factory equipped with turn signals.

In the related illustration below, the auto shows of late 1938 exhibited Buick's brand-new 1939 models with a safety feature not found on other cars of its day. The all new "Flash-Way" electric turn-signal.

It was an approved substitute for arm signals in all but three states (Georgia, Nevada & West Virginia). It's interesting that these three states wanted to keep arm signals. How times have changed. Today many drivers don't even recognize hand signals!

In its earliest form, the Flash-Way signal consisted of a pair of translucent red plastic "spearheads," located on either side of the Buick coat-of-arms, in the middle of the trunk lid (or luggage compartment cover, as it was more elegantly described in the sales catalog.)

Behind each spearhead was a flasher bulb, energized by a 3-position switch located on top of

PROMOTE SAFER DRIVING

SELL GUIDE

DIRECT-SIGNAL LAMPS

There's Profit in It—for YOU




GUIDE Direct-Signal Lamps for indicating right and left turns offer you an opportunity for profits as well as to promote safer driving. Every passenger car and truck owner should use these lamps to clearly indicate right and left turns.

Guide Direct-Signal Lamps are carefully designed and constructed to provide positive operation under all driving conditions. The round switch is conveniently mounted on the steering column. A turn of the switch indicates a right or left turn by an arrow in a special amber lens, clearly visible, day or night—in rain, snow, sleet or fog. A speaker warning light, built into the switch, comes on with the signal but remains out when burned-out bulbs or other electrical failures occur. Long life and dependability are built into Guide Direct-Signal Lamps in their sturdy construction and high quality materials.

Order a supply of Guide Direct-Signal Lamps from your nearest Authorized Guide Lamp Distributor or United Motors Branch.




This attractive display of Guide Direct-Signal Lamps will attract attention and increase your sales. The 3-position switch is mounted on the steering column and is clearly visible to the driver. The speaker warning light is built into the switch and comes on with the signal but remains out when burned-out bulbs or other electrical failures occur.

The Guide Direct-Signal Lamps are mounted on the front fenders of cars and trucks and are clearly visible to the driver.

Guide

LAMP DIVISION
General Motors Corporation
Warren, Michigan

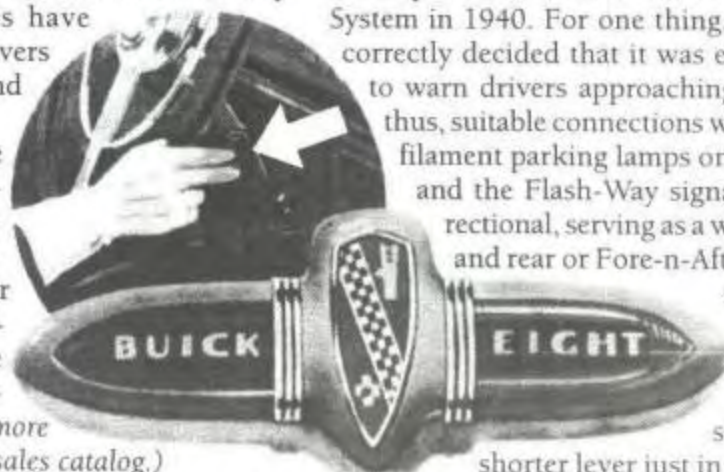
MOTOR AGE, November, 1937

the gear-shift lever. 1939 was the first year that Buick mounted the shifting arm on the steering column instead of on the floor. Flipping the Flash-Way switch lever downward caused the right-hand bulb to blink on the trunk-lid, while an upward flip signaled a left-hand turn. A flashing guide-bulb just to the left of the switch lever reminded the driver that his turn signal was operating, but in this prototype form, there was no automatic turn-off device to cancel the Flash-Way indication after the turn had been completed, as became common with the 1940 and later Buicks.

Improvements were made in the Flash-Way System in 1940. For one thing, Buick engineers correctly decided that it was equally important to warn drivers approaching from the front; thus, suitable connections were made to dual-filament parking lamps on the front fender, and the Flash-Way signals became bi-directional, serving as a warning both front and rear or Fore-n-Aft as the 1940 sales catalog called it.

Also in 1940, the signals were controlled by a separate and

shorter lever just in front of the regular gear-shift handle on the right side of the steering column. To indicate a turn, you flipped the



Flash-Way lever in the same direction as you were about to turn the steering wheel.

Arrow-shaped indicators in the instrument panel blinked to show which turn signal was being operated; after the turn was made, the lights automatically switched off and the lever returned to a neutral position by a ratchet device actuated by the return motion of the steering wheel.

The Buick stylist who conceived the trunk-lid emblem for the Flash-Way signal probably never realized that he was creating a motif that would endure, through many consecutive models, for 16 years. The 1941 models were the first Buicks to move the rear signals into the tail light assembly. As before, an automatic cut-off caused the signals to be canceled after each turn. What was left of the Flash-Way emblem on the trunk was purely decorative, not functional.

By 1949, the trunk-handle had been built into what remained of the Flash-Way assembly; the two plastic inserts in the emblem were marked either DYNA and FLOW or BUICK and EIGHT, depending on whether the car was equipped with the DynaFlow transmission or not. Then in 1950, a key-opened spring-lock trunk mechanism obviated the need for any handle on the trunk, and the emblem returned to its simpler form, with the Buick coat-of-arms serving as a flip-aside cover for the key-



1939 TURN SIGNAL

ver was moved to the left-hand side of the steering column, a position in which it has remained ever since.

In 1952 Buicks, the trunk lid was increased several inches in height, producing what the catalog literature called a "super spacious luggage compartment." The sole utility of the vestigial

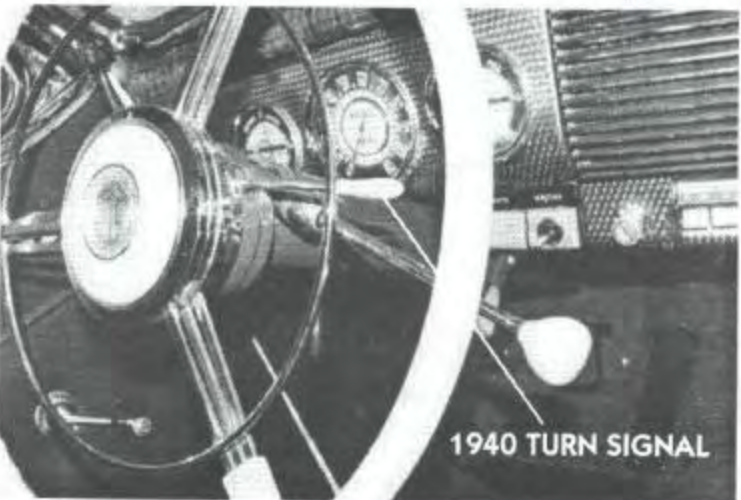


Flash-Way emblem was as a lifting handle for the trunk-lid; however, the emblem had to be moved several inches upward, to better balance the newly increased

proportions of the trunk.

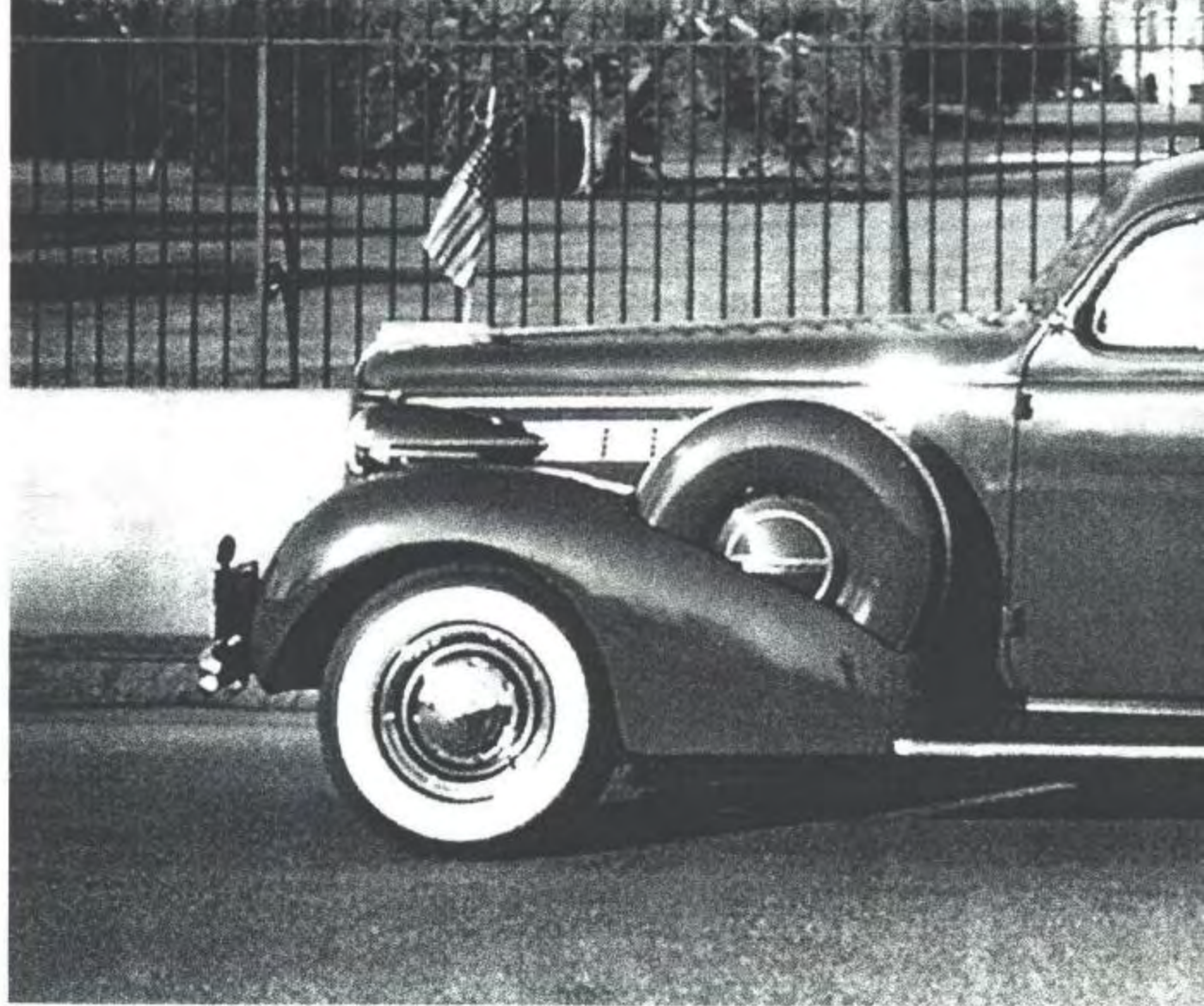
By 1953, the remains of the Flash-Way emblem picked up a V crest in the middle, to celebrate the new Golden Anniversary V-8 engines. In 1954, the last traces of the emblem almost vanished from Buick trunks, except for a pair of wing-like protrusions extending beyond the confines of the newly-introduced circular tri-color medallion that had first appeared in 1953. However, yet

one more appearance of the Flash-Way motif was due in 1955; as a rather ornate trunk-ornament and handle on models other than the Roadmaster series and the convertibles. Thus ended a notable styling cycle for this unusual item of decoration in Buick's history.

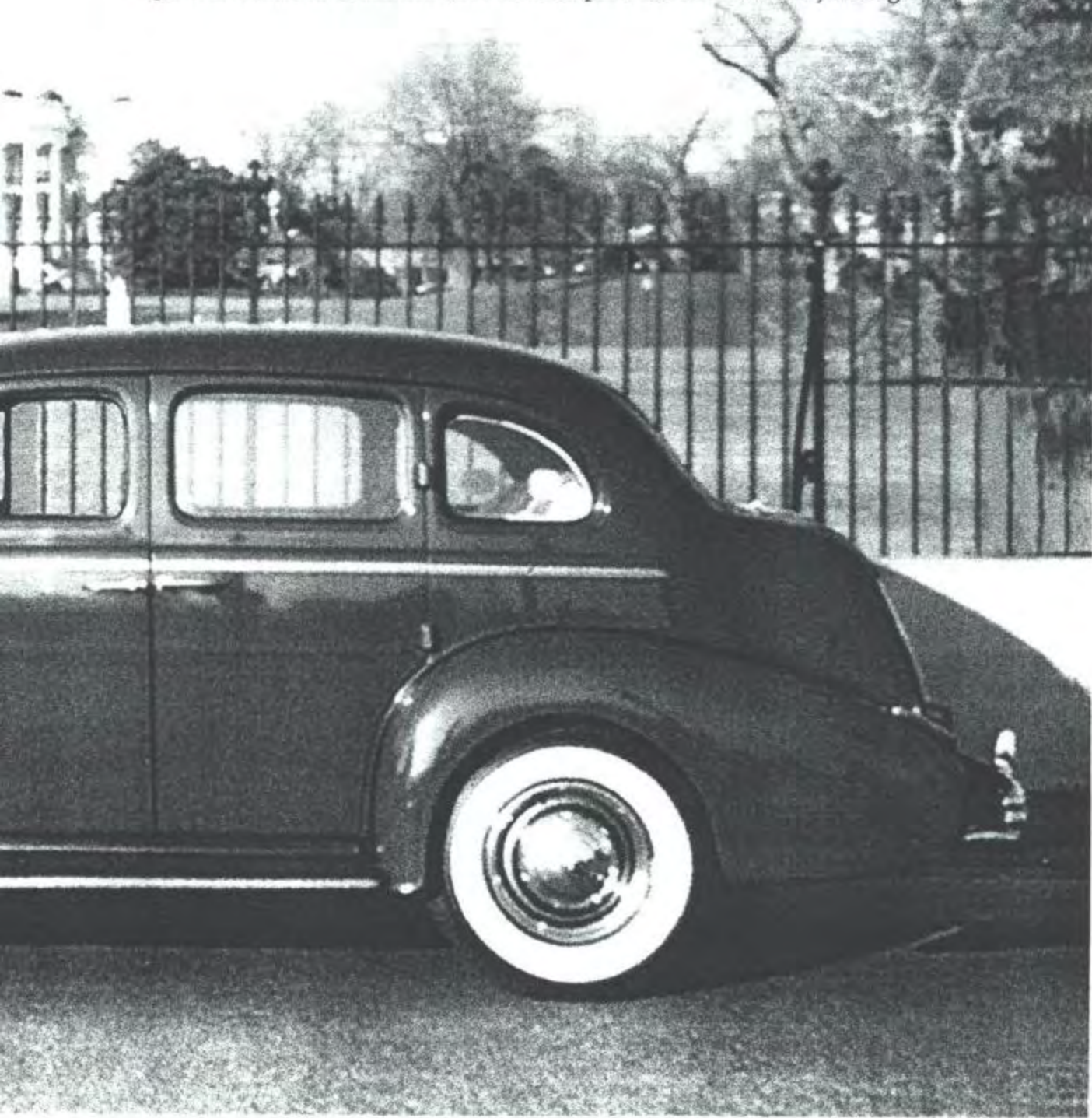


1940 TURN SIGNAL

Washington's *Proud Century*



This 1938 Buick Century Model 61 belongs to **Charles Jekofsky** (#524) in Washington, DC. Charles parked it in front of the south lawn of the White House (the U.S. Presidents residence) for this photo. The car was also shown in the article "1936-1958 Buick Century: Flint's Flyer" that appeared in the August, 1986 issue of *Collectible Car* magazine. The car spent all it's life in California until Charles purchased it about 15 years ago.

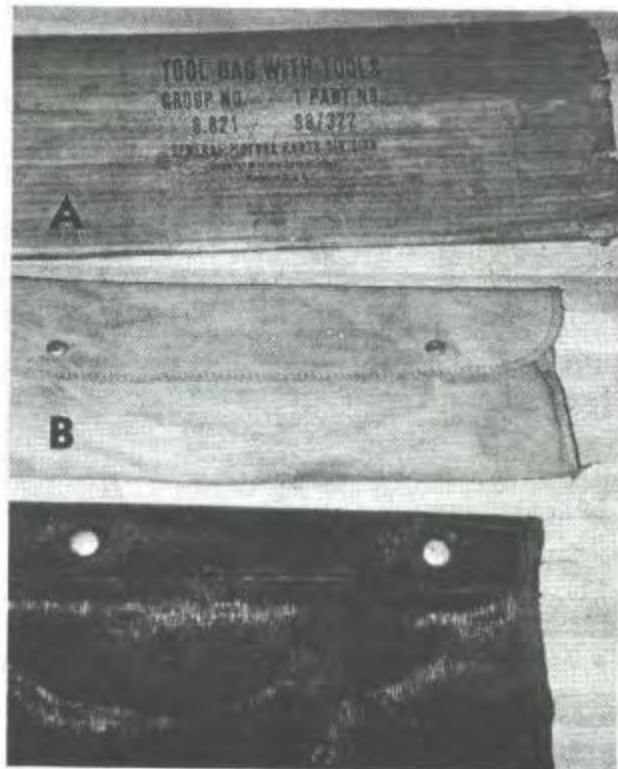




Technical TIPS

By Greg Field (BCA #1)-Los Angeles, CA

AN UP-DATE ON BUICK TOOLS



In the above photo is a cardboard cover (A) for a 1940's tool bag. It's marked:

**TOOL BAG WITH TOOLS
GROUP NO. 8.821
PART NO. 987322**

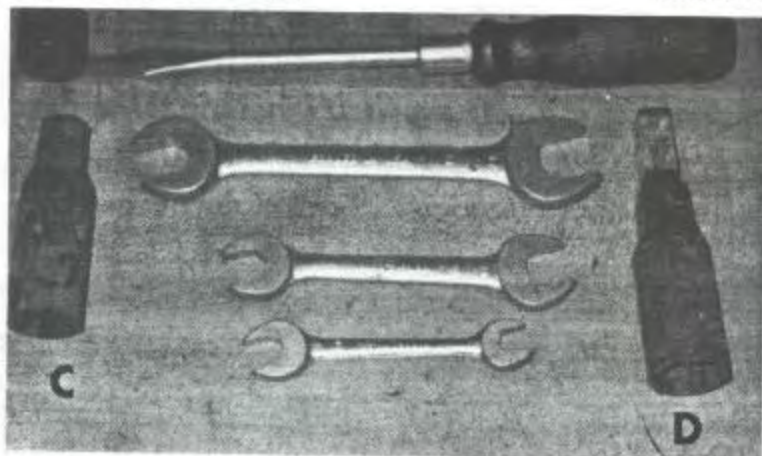
Inside was a tan canvas tool bag (B). At the bottom of the picture there is a black oil-cloth tool bag used in the 1930's.



1950's plastic tool bag. All these bags contained:

- Three open end wrenches
- Wooden handled screwdriver
- Spark plug wrench
- Ball peen hammer
- Pliers

I have never seen a factory kit with more than this amount of tools.



This photo shows all the tools minus the pliers and hammer. On the left (C) is a 14mm spark plug wrench used from 1938 to the 1950's. The one on the right (D) is an 18mm spark plug wrench used from 1924 to 1937.

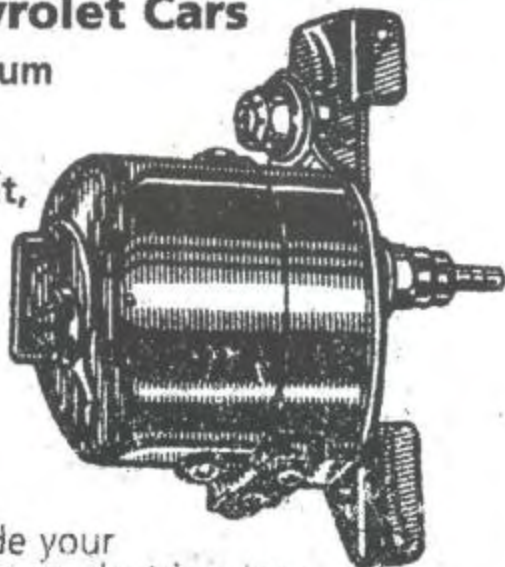
ELECTRIC WINDSHIELD WIPER MOTORS



By Harry Logan (#651)-Los Altos, CA

ELECTRIC WIPER MOTORS For 41-48 Chevrolet Cars

- Replaces stock vacuum motor perfectly
- Powerful motor maintains a constant, even sweep of windshield for clearer and safer viewing
- 90° swing for maximum sweep
- For 6 or 12-volt systems



The easy way to upgrade your vacuum wiper system to an electric wiper system. Exact-fit motor (with mounting bracket) includes switch and wiring. Order wiper arm and blade below. For 6 and 12-volt negative-ground systems only.

71GA9906T—12-volt 1-Kit **\$39.95**

71GA9905N—6-volt 1-Kit **39.95**

Stainless Steel Wiper Arm and Blade for wiper motors above (not shown). Arm length adjusts from 7-3/4" to 12-3/8".

81GA8764N—11" blade Each **\$7.99**

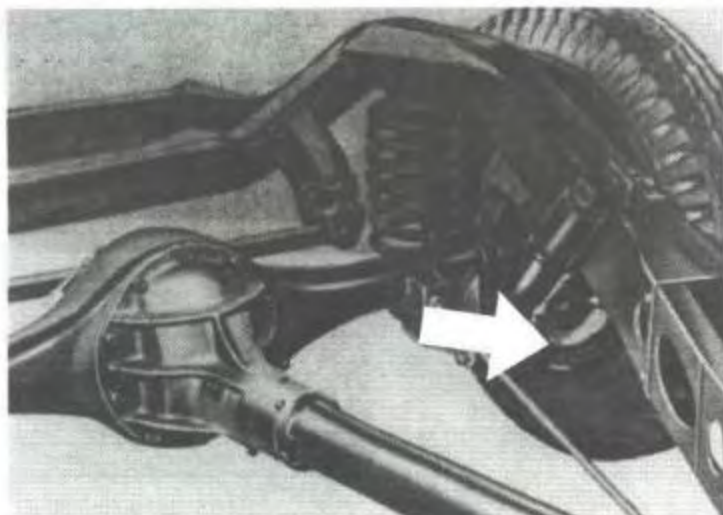
81GA8765B—14" blade Each **7.99**

This ad for '41 to '48 Chevrolet 6 volt (or 12 volt) electric windshield wiper motors appeared in the latest **J.C. Whitney** catalog. These motors are used to replace the original vacuum motors. I don't know if it will work on our Buicks, but perhaps one of our members might want to try. The price is much lower than the only other electric windshield motor I have seen advertised for antique cars. It was around \$180 and only in 12 volts. You can order this item by phone: (312) 431-6102, FAX (800) 537-2700 or Internet: www.jcwhitney.com. Please let me know how it works. Thanks.

Technical TIPS

By Tom Krake (#1123)-Canal Fulton, OH

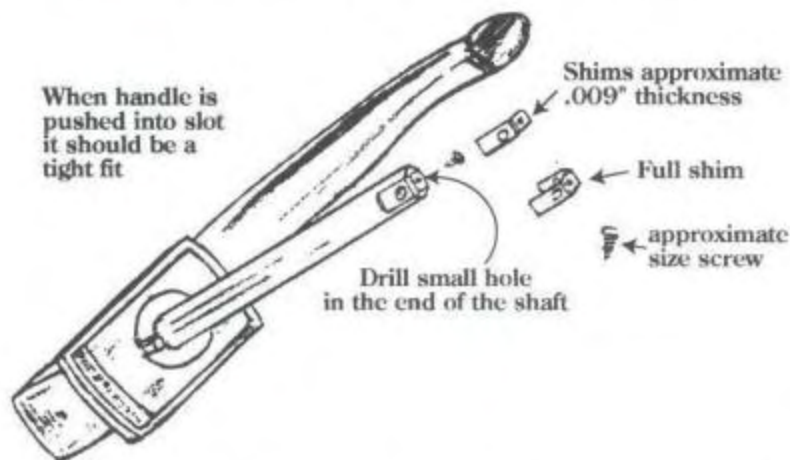
MODERN REPLACEMENT FOR '38 REAR SHOCKS



You can use NAPA Grand 60 van and truck gas-charged shocks on your '38 Buick. The part number is **76992**. Thanks to **Tom Krake** (#1123) for sending in this tip.

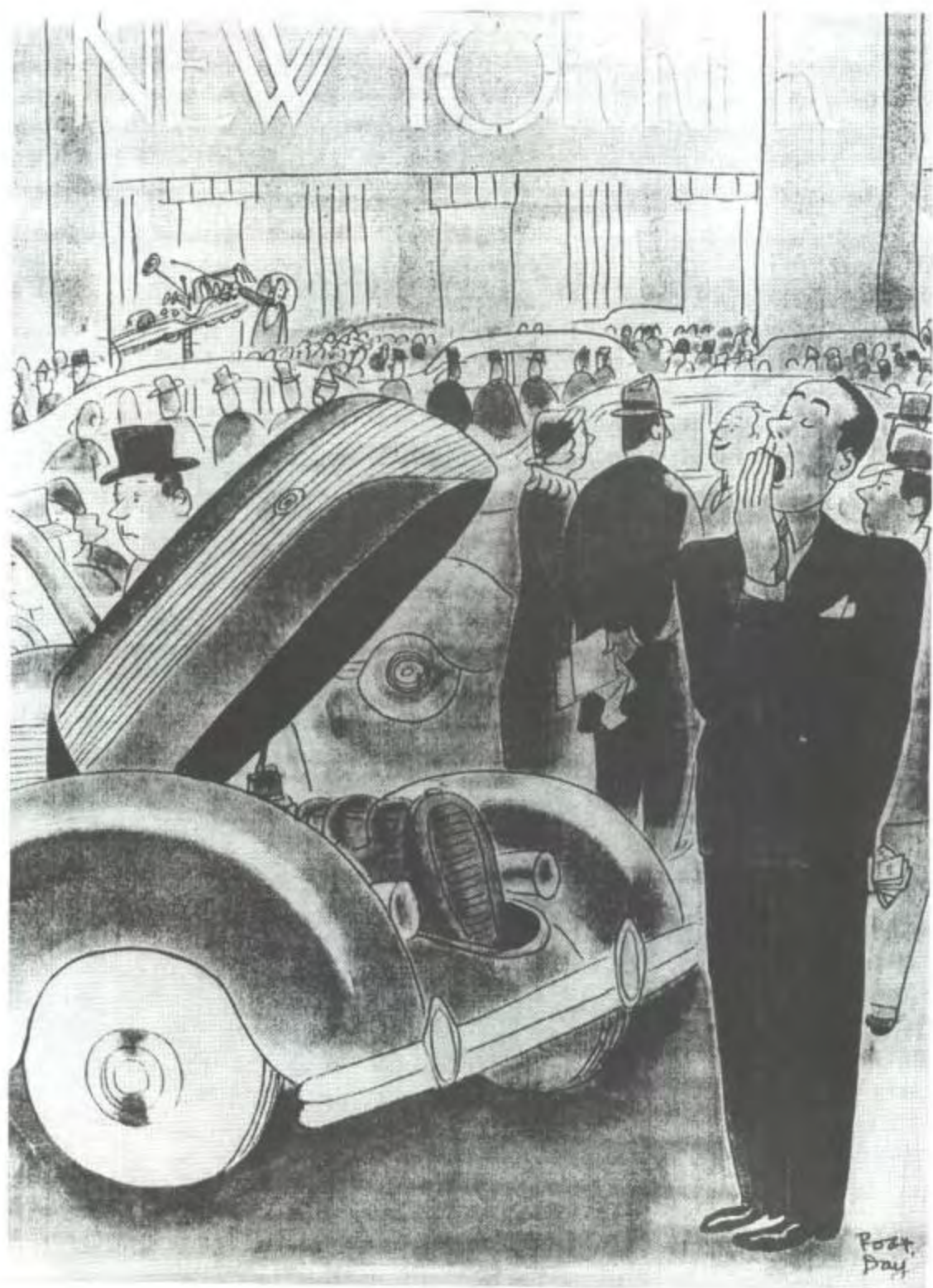
SAGGING DOOR HANDLES

Thanks to the New Zealand Buick Club magazine



We all know that with wear, the door handles sag. It looks terrible on a restored car. Some try a new spring, but soon find out that it doesn't help.

If you follow the diagram you should be able to fix the problem. The key is to attach the approximately .009" thick shim with a small self-tapping screw so it won't fall off as you try to get the handle back into place. This requires drilling a small hole in the end of the handle's shaft for a self-tapping screw. You should have a tight fit when the handle is pushed into the slot.



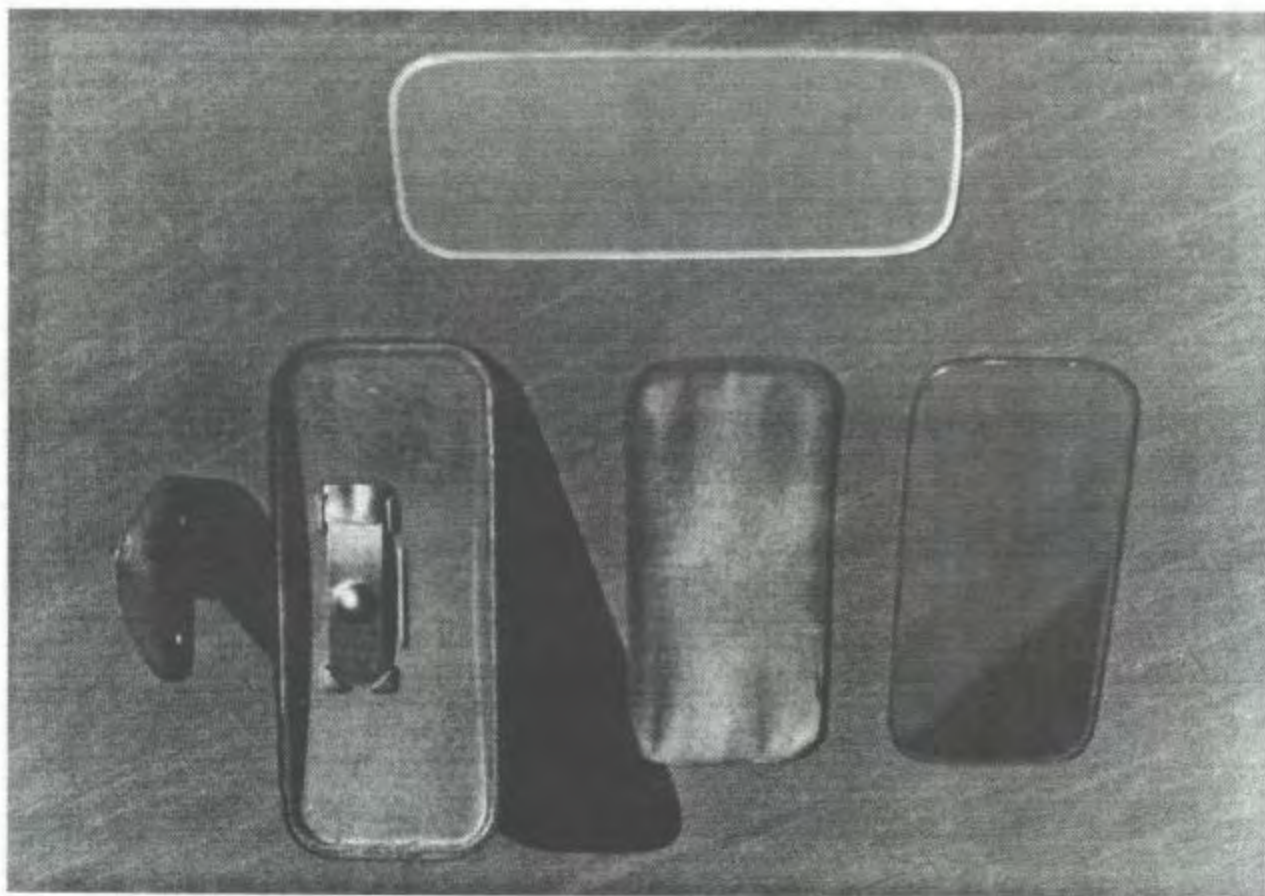
This cartoon appeared on the 4 cover of a 1938 New Yorker Magazine.
Thanks to Anthony Wright (#1192) in New York City.



Technical TIPS

By Harry Logan (#651)-Los Altos, CA

REPLACING A FOGGY & WORN OUT REAR VIEW MIRROR



This photo shows a disassembled rear view mirror. It consists of a case (left), thin pressed paper liner (middle) and the old mirror (right).

The new mirror is at the top.

Many of the old mirrors have lost their reflectance and you can't see well out of them.

The solution is a new mirror.

My experience has been that removing the old mirror by prying it out of its case will put small crimps in the metal where it has been pried out.

A better way is to break the mirror in its case and have the local glass shop fit and install a new mirror.



"I got it at an auto supply store—it's a fender splash-guard!"

Gene Stewart (#1457)
1328 Stanley Lucia Road
Stanley, NC 28164
37-44

Jim Blake (#1458)
3920 Miller Dr.
Brunswick, OH 44212
37-80C

Ray Pierce (#1459)
1255 Thrasher Pike
Hixson, TX 37343
37-47

Adolfo Martinez (#1460)
3819 Superior St.
San Diego, CA 92113
37-66C

WELCOME *New Members*

David Renfrew (#1461)
8401 Statinwood Ave.
California City, CA 93505
37-46

Dale Smith (#1462)
220 Evaline
Troy, MI 48098
37-41

Ken LeBlanc (#1463)
718 Gratiot Ave.
Alma, MI 48801
38-46

Jeffrey Hery (#1464)
12 Wright St.
Parkesburg, PA 19365

William McDonald (#1465)
42 Redstone Dr.
Springfield, MA 01118
38-46

R. L. Bushaw (#1466)
717 N. 18th Place
Mount Vernon, WA 98273
37-41

Ben Thrash, Jr. (#1467)
5226 Germain Rd.
Richmond, VA 23224

Parts FOR SALE

Parting 1937 and 1938 Buicks. The following is just a portion of what's available. Call with your needs.

• 1937 PARTS

40/60 Series rear brake cables, good condition.....	\$40 pair
Master and deluxe heaters.....	\$75 each
Century brake & clutch pedal assembly.....	\$35
Century radiator.....	\$75
Special radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$30 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	50 set
Buick creast badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75
Radio.....	\$175
Large Series AA-2 carburetor, complete.....	\$250
Instrument cluster with working temp. gauge.....	\$100

• 1938 PARTS

NOS Taillight lenses.....	\$35
Limited door sills.....	\$75 set of four
80-90 wiper transmissions.....	\$125 pair
Hubcaps, used.....	\$40 each
AAV-1 Stromberg carburetor complete.....	\$150
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair

(Parts For Sale continued from page 24)

Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Grille, no cracks, minor pitting.....	\$200
Century radiator.....	\$100
Cigarette lighter.....	\$25
Rear muffler hanger, NOS.....	\$35
4-Door sedan rear vent windows, excellent originals.....	\$100 pr
Trunk emblem.....	\$40
Headlights, complete, originals.....	\$300 pr

• **1937 & 1938 PARTS**

Radio hanger bracket.....	\$25
Big Series spark plug cover.....	\$100
Special running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
Large Series air cleaner.....	\$75
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
Headlight bezels.....	\$20 each
Trunk hinges.....	\$50 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
Keyed ignition switches.....	\$35
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Front license plate bracket.....	\$35
Horn ring, mint condition.....	\$100
Radio tuners.....	\$40 pr
Special sidemount covers complete.....	\$350 pair
Special flywheel, excellent teeth.....	\$75
• 1936 front floor rubber mat, new from Bob's Automobilia.....	\$125

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
(612) 427-3460

• 1937 SPECIAL PARTS

Engine.....	\$250
Transmission.....	\$75
Rear end.....	\$100
Radiator.....	\$75
16" rims.....	\$50 each
Hood, complete...	\$75
Radio.....	\$50
Sidemount tread covers.....	\$75 for 3
Stainless trim.....	Call
• Also a '41 Super engine w/compound carbs.....	\$400
Compound Carb set-up only.....	\$200

Richard Smith (#1064)

22 Jasmine Lane

Wolcott, CT 06716

• 1937 ROADMASTER SERIES 80 PARTS

4.2 Complete rear axle assembly.....	\$300
4.2 Third member.....	\$150
2 Axle shafts with drums.....	\$30 each
2 used rear fenders.....	\$50 each
Used 80 Series Radiator.....	\$50
Trunk Lid.....	\$30
Complete front end cut-off at cross member.....	\$100

• OTHER BUICK PARTS

1938 Self-Shifter transmission.....	\$175
2 NOS 1933 front shocks.....	\$100 each
1936 60 Series Cylinder head.....	\$20
1936 Transmission.....	\$40
1932 Buick General Jumbo 15" wheels.....	\$60

NO SHIPPING

Clarence Green

Green's Garage

30393 Center Ridge Road

Westlake, Ohio 44143

Phone: (440) 871-3868

• 1937 SPECIAL PARTS

Parting out a 1937 Special Sedan Model 41.....Call with your needs.

Steve Rinke (#854)

Ph: (810) 979-0734-Warren, Michigan

E-mail: AutoRink3@aol.com

• 1937 PARTS

Special or Century steering linkage.....	\$35
Hood hold-up device (new). Attaches to support rods to hold up hood, one on each side. Professionally made.....	\$50 pair
Repro cad plated "T" bar rear license plate holder. Used on coupes and convertible coupes, new.....	\$15
Instrument panel with gas, water temperature (w/bulb), ammeter and oil pressure gauges and speedometer.....	\$100
Original Owner's Manual.....	\$50

• **1938 PARTS**

Special coupe (46 & 46S) window moldings, left & right doors.....	\$30
Big Series timing chain cover.....	\$15
Special timing chain cover.....	\$15
Hood support arm with clip that attaches to the firewall.....	\$15
Grille, needs re-plating.....	\$75
Glove box door, no clock or hinge.....	\$10
Oil pressure gauge.....	\$15
Battery (amp) gauge.....	\$15
Rear differential housing cover.....	\$15
BUICK 8 Trunk medallion, good original chrome, 2 studs on back.....	\$50
Chrome radio grille, horizontal bars and metal mesh. Chrome needs to be redone. Three pieces.....	\$50
Battery top hold-down cover.....	\$20
Battery disconnect switch with 3 cut to length (for 1938) heavy insulated cables (1" diameter) to connect from the starter to disconnect switch to battery terminal plus cable to connect to negative terminal. Looks new.....	\$35
One 1938 Washington state license plate w/frame. Good cond.....	\$35
Original Owner's manual.....	\$50
Also original 1938 Chevrolet Owner's Manual.....	\$50

• **1937 & 1938 SPECIAL PARTS**

Rear wheel backing plates, left and right.....	\$20 each
Front brake drums.....	\$35 each
Harmonic balancer (damper).....	\$35
Rear brake shoes with good used lining (4 shoes).....	\$30
NOS Sleeve, rear axle pinion bearing, 1936 to 1955 Special, p/n 1386942.....	\$35
NOS Reverse Idler Gear, Special '34-'38, p/n 1283878.....	\$50
New black rubber gear shift lever boot.....	\$20
New black rubber clutch & brake pedal covers.....	\$20 pair
Front brake drums, pair, used.....	\$50
Rear brake drums, pair, used.....	\$50
Right rear brake backing plate.....	\$15
Timing chain cover.....	\$15
Used 4.4 ring and pinion gears. Good condition. Ring gear still on carrier.....	\$50
Used Unity 12 volt clear driving or spotlight bulbs (sold by Kantor), GE #4435. Bulbs used but ok. Cost \$30 new. Have two.....	\$5 each

• **1937 & 1938 PARTS**

Old Glass bowl in-line gas filter.....	\$25
Dome-light art deco styling, plastic lens and stainless bezel.....	\$10
40-60 Series left side trunk back sedan chrome hinge. Good original chrome.....	\$25
Big series X fans, 18" diameter.....	\$15 each
Big series timing chain cover.....	\$15
Special timing chain cover.....	\$15
Door handle w/o lock. Excellent original chrome ..	\$35
Hood handle, good original chrome.....	\$15
'36 - '38 NOS in original box brake linings for 60-80 Series cars.....	\$50
Right side-view mirror, like new chrome and mirror.....	\$20
Splash pans, right and left for a Special. No tears or rips. Need cleaning and re-painting.....	\$60 pair

(this Parts Ad continued on page 28)

(Parts For Sale continued from page 27)

Headlight lens, left and right.....\$80 pair

Sealed beam headlight lens, used, 6 volt GE 6006.....\$5 each

All prices plus postage. If you receive a part you do not like, return for a full refund less postage.

Harry Logan

1005 Rilma Lane

Los Altos, CA 94022

E-mail: harrylogan@earthlink.net

(650) 941-4587

Parts **WANTED**

WANTED FOR 1938:

- Looking for a 1938 jack base and curved handle.

Howard De Rusha (#689)

14031-52nd Ave. W.

Edmonds, WA 98026-3800

(425) 745-8424

WANTED FOR 1937:

- 1937 Century Running Boards

Steve Rinke (#854)

Ph: (810) 979-0734-Warren, Michigan

E-mail: AutoRink3@aol.com

WANTED:

- Convertible Coupe Rumble Seat lower step plate with mounting bracket. This step plate attaches to the right rear bumper bracket.

- 1937 Big Series Engine

- Rumble seat lid lock

Adolfo Martenez (#1460)

3819 Superior St., San Diego, CA 92113

Phone: (619) 261-2286

WANTED FOR 1938:

- 1938 Buick Steering wheel in good condition. Not a core.

Gary Catherwood (#1418)

1878 Mosset Court

Coquitlam, BC Canada

V3J 7P1

E-mail: gmc@rdcounsel.com

Literature **FOR SALE**

LITERATURE WANTED:

- 1938 McLaughlin Buick literature
Shop manual, owner's manual and/or original sales/showroom brochures and advertising literature for a 1938 Special Sedan Model 4419.

Brian Armer (#1419)

Merlewood

Lancaster Road

Pilling

PRESTON

Lancashire

PR3 6AE

ENGLAND

Cars **FOR SALE**



FOR SALE-1938 CENTURY:

Century Convertible Coupe Black with tan leather and a new tan top and tires. Spotlight, Trippe driving lights. Sidemounts. Accessory rear center folding bumper guard.

\$45,000.00

Ken Thorpe, Portland, Oregon (503) 590-8550



FOR SALE-1937 CENTURY:

Century 2 door Sedan - New engine, Sidemounts, everything works and runs great.

\$9,500.00

"Cal" Earl Farnsworth, Jr.

(415) 459-6683 or (415) 883-0967 in San Rafael, CA (North of San Francisco)



FOR SALE-1937 LIMITED:

Restored chassis and suspension with complete body and miss parts. Includes title.

\$1,000.00

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(612) 427-3460

FOR SALE-1938 CENTURY:

Century Sport Coupe Model 66S Black, fast and beautiful! It won't win you a gold but it's a fine driving car that looks great in and out

\$15,700.00 obo.

Ken Pullig (#819)

(508) 620-0250 (evenings)

(617) 747-2384 (days)

FOR SALE-1937 SPECIAL:

Sedan Model 41 Ran 5 years ago when parked. Not running now. Needs upholstery, paint etc

\$1,000.00 obo.

Car in Northern California.

Phone: (707) 451-0232

Extra! Extra!

Back Issues Still Available!

The following BACK ISSUES are available for \$4.00 each Postpaid.

- 1991-1992 Volume X - Numbers 1 through 9
- 1992-1993 Volume XI - Numbers 2, 5, 6 and 7
- 1993-1994 Volume XII - Numbers 2, 4, and 6
- 1994-1995 Volume XIII - Numbers 2, 4, and 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Numbers 4 through 6
- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6

Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

ONE OF A KIND CAR DISPLAY POSTERS!

Beautiful, Descriptive, Framed Collector Car
DISPLAY POSTERS

for Car Shows are my specialty.

These Hand Made Posters really add that
"SPECIAL TOUCH" when displayed next to your car.

Prices start at \$50.00 and up depending on
Color, Size and Rendering of your car.

Al Lovi (#994)

ART DESIGN STUDIO

95 Brianne Circle, Windsor, CA 95492
(707) 837-1786

CONVERTIBLE SUN VISORS

SUN VISORS

Fits 1935-36-37-38-39

\$165.00 each

These are authentic visors. All parts are chrome plated.

WALLACE WAMSLEY

(619) 283-3063

4732 Bancroft Street #7, San Diego, California 92116

1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. **SATISFACTION GUARANTEED.**

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available upon request, or send year, model, serial number, engine number, car photo (if available) and Fisher Body data plate rubbing.

1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

SATISFACTION GUARANTEED. \$39.95 including shipping.

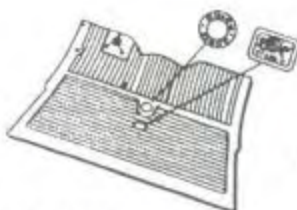


TERRY DUNHAM
AUTOMOTIVE RESEARCH SERVICES



P.O. Box 4057, Apopka, Florida 32704-4057 • Phone 407-880-0797
e-mail: Buickohv@aol.com • web site: www.OldBuickArchive.com

FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$195.



BOB'S
AUTOMOBILIA
(805) 434-2963

1937-38 BUICK



DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....\$1.80 ft.
Clip-in.....DW-80.....\$3.25 ft.
Clips.....WC-80.....\$.75 ea.



DOOR BOTTOM SEAL

Clip Type.....DW-369.....\$2.25 ft

TRUNK SEAL-SEDANS. 1/2" Wide;

Ser. 80-90.....TW-371.....\$35.50
Sedans. 3/4" Wide;
Ser. 40-60.....TW-371S.....\$37.50



TRUNK SEAL For COUPES. 5/8" x 1"

Sponge.....TL-369.....\$2.00 ft.
1/2"x1"x16" TL-1129.....\$47.50



CLUTCH and BRAKE PEDALS Series 40-60

Black.....CB-343BK.....\$5.95 ea.
Brown.....CB-343BN.....\$5.95 ea.



PEDAL FLOOR SEALS; All Models

.....FS-375.....\$12.50 pr.



1937 ONLY! ACCELERATOR PEDALS Series

40-60 Back..AP-37BK.....\$32.00
Brown.....AP-37BN.....\$35.50



SHIFT BOOT. 1937-38 Series 40 Only!

Black.....\$9.25
Brown.....\$18.50
Series 80-90 Black ONLY.....\$8.50

DOOR SILLS; Trim To Fit

2-Door \$62/pr. 4Door \$93/set.

GLOVE BOXES; \$27. ea.

PARKING LIGHT LENS.....\$18.00 ea

CARB. KITS: CARTER.....CK-360C.....\$27.00
STROMBERG.....CK-37XS.....\$27.50

TORQUE BALL SEAL KIT. All Models

TBK-343.....\$27.00

VISOR "VANITY" MIRROR. VM-379.....\$27. ea.



LICENSE PLATE FRAMES. Chromed Brass
LF-333P.....\$62. Pair



FRONT END PARTS For 40-60 Series;

Upper Outer Kit.....\$39.50
King Pin Sets.....\$39.75
Lower Inner Bushings.....\$20.00
Tie Rod End.....\$27.00



EXHAUST MANIFOLDS

1937-38 Series 60-80-90

ENDS \$185. CENTER \$189. VALVE BODY \$195.

RUNNING BOARD INSULATORS. 1937-38

All Models. ALL NEW MATERIAL!

4 Needed Per Running Board.

Ri-378S.....Set of 8..\$180.00



HOOD REST PADS. 1937-38 6-8 Per Car.

HR-378.....3.50 ea.



DASH GLASS. SILK-SCREENED on

Back of GLASS in COLORS as

Original. 1937.....SPEEDO DG-37.....\$38.

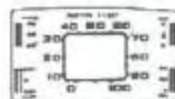
RADIO.....RG-37.....\$23.

CLOCK.....CG-37.....\$28.

1938.....SPEEDO DG-38.....\$38.

RADIO.....RG-38.....\$23.

CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$6.

PLASTIC DOOR HANDLE and Window

Winder RINGS. HE-37(38).....\$6.



OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

1937.....DGF-296.....\$5./Set

1938.....DGF-380.....\$5./Set

DOOR FERRULE INSTALLATION TOOL.

\$20. Refundable if Returned Within

30 Days. DF-TOOL.....\$29.



1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....\$8.95



MOTOR MOUNT, FRONT. All Models

ROUND PADS.....SP-338.....\$10. pr.

MOUNT.....MM-347.....\$51. pr



TRUNK HINGES for 40-60. Chrome Plated \$150. pr.

1937 HUB CAPS. All Ser.....HC-37.....\$60. ea.

WHEEL Beauty Rings. 15" or 16".....\$99./Set of 4

1937 or 38 HOOD ORNAMENT.....\$85.

SOME OTHER ITEMS WE STOCK; BEARINGS,

DECALS, ENGINE PAINT, DECALS, SHOP

MANUALS, PARTS BOOKS, BODY BOOKS and MORE.

SHIPPING; 10% max. \$9. min. \$4. Prepaid. C.O.D. Add \$5.

BOB'S AUTOMOBILIA BOX 2119 ATASCADERO CA. 93423 TELEPHONE (805) 434-2963

.VISA- MASTERCARD-DISCOVER or C.O.D. CATALOG #45 \$5.00 - PHONE ORDERS - (Write For Catalog)

BUICK...Upholstery and Top Kits 1927/1955

Since 1977 .. Hampton Coach
has been producing only the
finest quality Interior and Top
products available for GM cars.
We offer complete interior Kits
Seat Upholstery, Tops and relat-
ed accessories as well as "era"
fabric by the yard...

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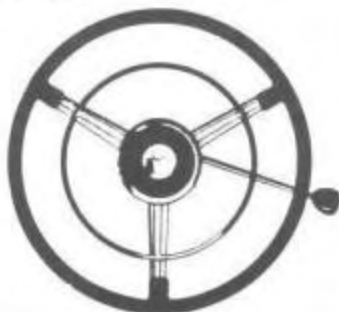
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